



MASTER PLAN AND PART 150 NOISE STUDY UPDATES
MEETING SCHEDULE

The Master Plan and Part 150 Coordinating Committee has met with the Fort Lauderdale Executive Airport Staff and the Kimley – Horn and Associates Consulting Team five times to date.

The tentative schedule for the remaining meetings is below. All MPPCC meetings will be held at 7:00 PM.

Meeting Location:Florida Atlantic University, 1515 West Commercial Boulevard,Fort Lauderdale, FL 33309

MPPCC Meeting No. 6	MPPCC Meeting No. 9
April 9, 2002	November 2002
Community Information Meeting No. 2	Community Information Meeting No. 3
April 10, 2002	November 2002
MPPCC Meeting No. 7	Public Hearing at the City Commission
June 2002	
MPPCC Meeting No.8	December 2002
September 2002	

MPPCC MEMBERS

Neighborhood Organizations

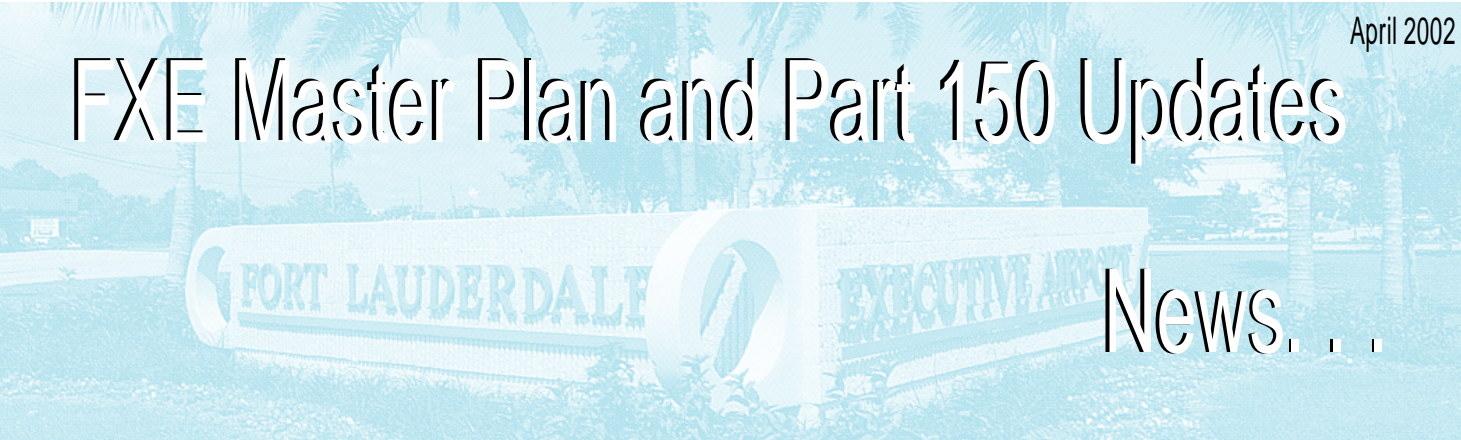
Don Bastedo
Linda Bird
Mark Burnam
Kevin Dallett
Susan Day
Marty Falk
Don Lampasone
John McKaye
Bernie Pettreccia
John Pisz
Joe Robinson

Airport Tenants

Charles Abele
Tom Baur
Kevin Bolender
Donald Campion
Mary Fay
Richard Hahner
George Kokinakis
Keith Mackey
Don Whittington

Government Resource Staff

Winston Cannicle
Sam Crosby
Corrine Goff
Claire Lyte-Graham
Rebecca Rivett
Steven Rocco
Bonnie Schultz



Community Involvement
Can Make a Difference

The Master Plan and Part 150 Update process includes keeping the public informed and receiving input from all stakeholders in the communities surrounding the airport. Community residents, businesses, local governments, and government agencies are participating in the Fort Lauderdale Executive Airport Master Plan and Part 150 Updates. The Federal Aviation Administration (FAA) and the City of Fort Lauderdale Commission encourage active public participation during the update process. This input is a valuable part of the program and ensures that the future needs of the aviation industry are balanced with the needs and concerns of the community.

To ensure open community involvement in the studies, the Airport designed a public participation process that involves the following:

- Establishing a Master Plan and Part 150 Coordinating Committee (MPPCC) to work with the staff and consultants during the study updates. The committee has representatives from three identified stakeholder groups on and around the airport. These groups include airport tenants, civic/homeowner associations, and government agencies and regulators. See the MPPCC list on the back page for a listing of individuals on the committee.
- Providing Civic and Homeowner Association briefings to present information on the status of the Master Plan Update and Part 150 Noise Study. The Airport met recently with five neighborhood associations (Coral Ridge Isles Homeowners

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Community Meeting

A community meeting and public workshop will be held at the Beach Community Center, 3351 NW 33rd Avenue, Fort Lauderdale, FL, beginning at 4:00 PM and continuing through 9:00 PM, on April 10, 2002. This meeting will be open to all citizens who have an interest in the ongoing Fort Lauderdale Executive Airport Master Plan and Part 150 Noise Study Update. From 4:00 PM to 6:45 PM and 7:45 PM to 9:00 PM the staff and consultants are available for one on one meetings with the public. From 7:00 PM - 7:30 PM the consultants will make a formal presentation to the public.

The meeting will focus on individual comments, questions, and discussion with the Airport's consultant team. It will also include a presentation of the consultant's recommendation for runway capacity and capability improvements, based on the forecast of future aircraft operations and the mix of aircraft using the Airport. In addition, noise impacts will be discussed and the presentation will address alternative noise abatement procedures including the impacts of each option.

COMMUNITY
WORKSHOP
OPEN HOUSE
Wednesday, April 10, 2002
at the
Beach Community Center
3351 NE 33rd Avenue
Fort Lauderdale FL
4:00 PM - 9:00 PM
Presentation: 7:00 PM - 7:30 PM

Frequently Asked Questions about Executive Airport’s Master Plan

1.

What is Fort Lauderdale Executive (FXE) Airport’s function and role compared to other airports in the area?

Other airports in the area include Fort Lauderdale-Hollywood International Airport (FLL), Opa-Locka Airport (OPF) in northern Miami-Dade County, North Perry Airport (HWD) in south Broward County, Pompano Beach Airport (PMP) and Boca Raton Airport in south Palm Beach County. Each of these airports serve different markets and play an important role in South Florida’s commerce.

Fort Lauderdale-Hollywood, as an international air carrier airport, is the areas largest and also accommodates significant cargo, express pack-age, charter and other services for the region. Opa-Locka airport, a former military base like most of the other airports in the area, is operat-ed as a General Aviation (GA) airport. Two of its four runways are almost air carrier operating length (one is 8,000 feet and another is 6,800 feet), thus allowing Opa-Locka to serve a strong cargo market as well as GA activity.

North Perry airport, with four runways all approximately 3,000 feet length, serves a strictly GA market that includes mostly small single air-craft. The short runways limit jet activity at this airport. Pompano Beach Airpark, with three runways ranging from 3,500 feet to just over 4,400 feet, is also limited to GA activity and serves mostly smaller aircraft with a few twin engine, intermediate GA aircraft capable of using this facil-ity. In addition, a few of the smaller, lighter corporate jets are also able to use these runways.

Boca Raton (BCT) has a single runway that is 6,267 feet in length, which can accommodate most of the corporate jet fleet. It, therefore, oper-ates as a GA facility with many smaller aircraft but also with a substantial number of corporate jet operations.

Fort Lauderdale Executive Airport (FXE) has one 6,000 feet long primary runway and a 4,000 feet long secondary runway. With these run-way facilities and other important support activities such as a 24-hour Air Traffic Control Tower, U.S. Customs, corporate aviation hangars, maintenance and many other specialized support functions, FXE has developed into one of the top GA airports in the country. This evolu-tionary development of FXE has occurred in response to market demands and from the efforts of airport businesses to serve the general avi-ation needs of the Fort Lauderdale area. The airport has become an economic engine that both attracts business and provides a large num-ber of jobs in the community.
2.

If strengthening and lengthening the runways will allow larger planes, why can’t the large planes be sent to Fort Lauderdale-Hollywood International Airport (FLL)?

FLL is currently serving 16 million passengers annually and is projected to serve 32 million passengers in 2020. FLL is already constrained and if it cannot accommodate future demands, these passengers will fly into Miami or be forced to drive here causing roadway congestion. If Executive Airport cannot fulfill its role as a reliever to FLL, this will pose even greater constraints on the international airport.

The size of jets in today’s general aviation fleet does not make them noisier. The larger jets being made today are significantly quieter than the much smaller, first and second generation jets. Executive Airport wants to accommodate the quieter, more sophisticated corporate jets in the fleet, which happen to be larger based on market demands.
3.

If the larger general aviation planes are already coming to Executive Airport, why do the runways need to be extended?

The larger, heavier jets can and do operate at FXE on an occasional basis but cannot operate regularly because this would cause mainte-nance problems for the runways. Extending the runways would also increase the efficiency of the Airport and reduce instances when air-planes need to continuously circle over the area before they can land or wait on the ground before they can take off, causing increased emis-sions and noise.
4.

Why are current noise abatement procedures voluntary and how can they be enforced?

In previous noise studies, the Airport requested several noise abatement procedures such as the I-95 turn, west departures at night and a jet restriction on Runway 13/31. The FAA approved these procedures as visual, informal or voluntary measures. This new study will evaluate options for a formal Runway Use Program and for an instrument procedure to turn all jets up 1-95.

Executive Airport has enjoyed a cooperative relationship with the tenants and airport users. The voluntary program has been successful in reducing noise over residential areas as a result of the efforts of the users. The procedures recommended in the new Part 150 Study have the support of the tenants and are being developed with their input. The airport plans to approach the FAA with a group of Airport tenants and neighborhood representatives before the Study is completed to get input from the FAA on the proposed procedures.
5.

Why are the Master Plan and Noise Study done at the same time?

Both studies require that similar data be collected, such as based aircraft fleet mix, total operations, runway uses and forecast traffic levels. The Master Plan will determine the future layout of the Airport. The Noise Study examines any potential impacts of the proposed layout.

The City of Fort Lauderdale Foreign-Trade Zone #241

The City of Fort Lauderdale received approval to establish a Foreign-Trade Zone at Fort Lauderdale Executive Airport and six other sites in April 2000. The goal of the Zone, designated as Foreign-Trade Zone #241, is to offer manufacturing and distribution com-panies in the Airport’s Industrial Park cost savings opportunities and economic incentives. The Zone is also part of the City’s overall program to promote job retention and to attract new businesses to the areas.

The FTZ designation will not change the character of Executive Airport or the types of airplanes that will use the facility. In the Foreign-Trade Zone, cargo will not fly into the Airport to be cleared at the Airport’s U.S. Customs facility. Goods will come into the country through the area’s seaports and will be delivered to the designated sites on trucks as they do now. The Airport will administer, promote and develop the Zone.

Seven area sites totaling nearly 1,300 acres are included in Foreign-Trade Zone #241, with Executive Airport serving as the hub site. Three sites are located in the City’s Enterprise Zone and Community Redevelopment Area, which offer additional economic incentives for businesses. The remaining three sites are located outside the City of Fort Lauderdale throughout Broward County.

For more information on the FTZ, please contact Clara Bennett at 954-828-4966.

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Association, Palm Aire Village Homeowners Association, The Landings Homeowners Association, Bay Colony Homeowners Association and North Andrews Gardens Neighborhood Association) and invited several community residents to a meeting at the Airport offices to discuss concerns and receive sugges-tions for the Master Plan and Part 150 Update Study.

- Inviting the entire community to three Community Information Meetings during the study process to present results of the study, and to receive com-ments.

The MPPCC meets periodically to receive the latest information from the consultants’ study results for com-ment and advice. The consultants view the MPPCC as an extended staff to receive input and guidance from the community. The MPPCC has been, and continues to be a valuable asset to the staff and consulting team. We commend them for their dedication to the study process to ensure that the community concerns are understood and considered relative to any recommen-dations to the City regarding the airport.

Master Plan and Part 150 Study Updates
Current Status and Next Steps

Community Involvement Programs
Community involvement for this Master Plan and Part 150 Study Updates includes organization of a Master Plan Part 150 Coordinating Committee (MPPCC) and nine meetings with the Committee during the development of the study. Community Involvement also includes three Community Information Meetings and a Public Hearing at the Fort Lauderdale City Commission. This task also includes publication of a newsletter, periodically, throughout the study process.

There have been five (5) meetings of the MPPCC with the first being held on April 3, 2001 and the most recent on January 15, 2002. One Community Information Meeting was held in July of 2001. The next MPPCC meeting will be on April 9th and Community Information Meeting No. 2 will be on April 10th.

Inventories, Data Collection & Existing Airport Conditions
An extensive array of information has been collected for this task including air-field and landside facilities, hangars and based aircraft counts.

Aviation Demand Forecasts
The objective of this task was to develop forecasts of future Based Aircraft and Operations Activity from 2002 to 2020 and for five-year increments in between. The Aviation Forecasts for the study have been completed. The Based Aircraft are expected to grow from 708 in 2001 to 935 in 2020. Operations are anticipated to increase from 259,878 annually in 2000 to 345,900 in 2020.

Demand-Capacity Analysis and Facilities Requirements
The purpose of this task was to determine the facilities requirements and oper-ational capacities of the airport. This task has been completed.

Concept Studies for Airside and Landside Development Alternatives
This Task included preparation of alternative concepts for satisfying future avi-ation and landside development needs. The Federal Aviation Administration (FAA) requires that various alternative concepts be evaluated and considered during the Master Plan Process. Substantial progress has been accomplished on this Task, especially the airside options. The Consultant Team’s recom-mendation for future runway needs will be presented at the upcoming Community Information meeting on April 10, 2002.

Environmental Analysis
The purpose of this Task was to determine and evaluate existing environmen-tal conditions on the airport and to determine potential environmental require-ments of the various alternative concepts being considered.This Task has been completed.

Master Plan Report and Plan Set
Master Plan Reports are being prepared. The Master Plan drawings are also being prepared for this Task.

Financial Feasibility and Economic Impact Analysis
This Task will define a phased, financially feasible improvement program over time, consistent with funding capability, including FAA and Florida DOT fund-ing sources. An Economic Impact Analysis will also be conducted to define the significant economic impacts of the airport.

Part 150 Noise Study Update
This task includes collection of noise data from Airport records, from perma-nent noise monitoring stations and from temporary monitors placed in the field for purposes of this study. Alternative noise abatement procedures and oper-ating options will be studied to determine potential procedures for minimizing noise impacts from aircraft at FXE. A number of alternative noise abatement procedures have been evaluated and discussed with the MPPCC and are continuing.

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